

INTIMATIONS

NEW MODEL
MOUTRIE PIANOS

Representing the highest degree of
perfection in artistic construction,
combined with the embodiment
of forty years' experience.

GUARANTEED

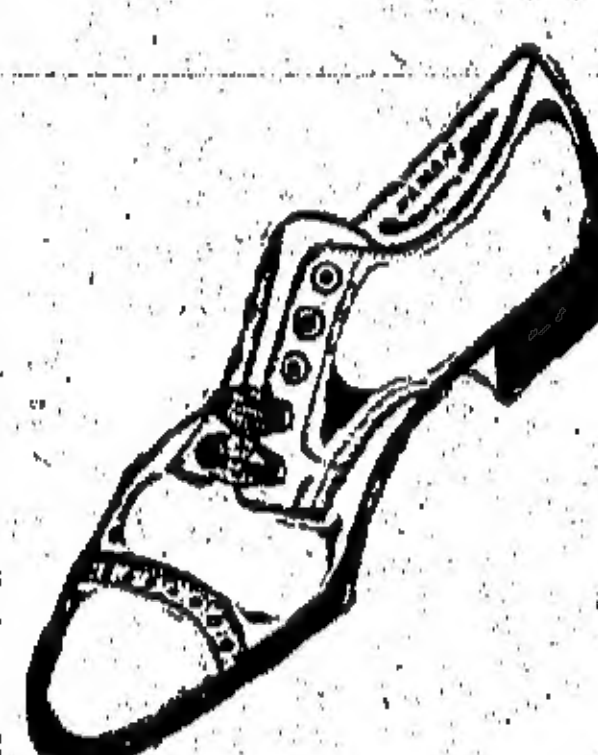
FIVE YEARS.

CASH OR EASY TERMS.

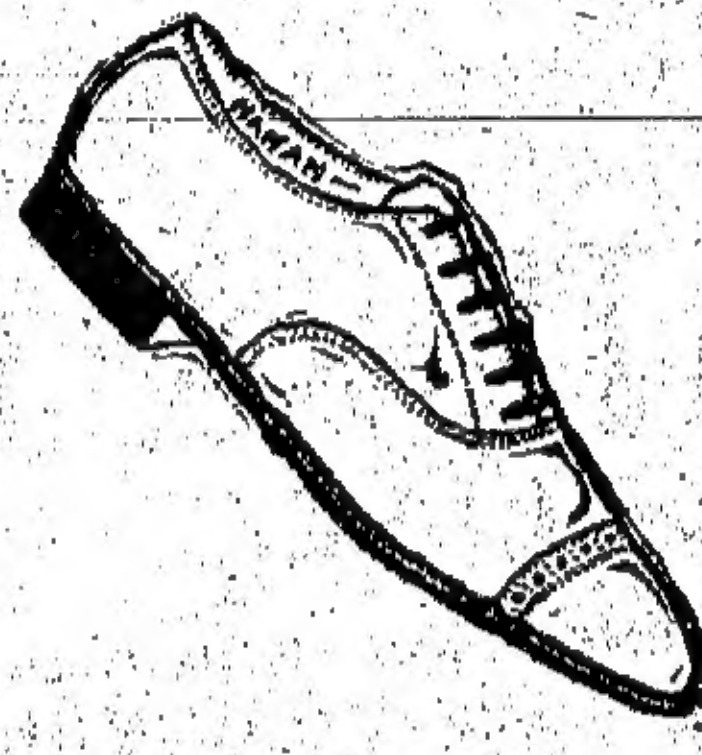
S. MOUTRIE & Co., Ltd.

[26-6]

HANAN SHOES



Combine style,
Quality, good
taste and
absolute
comfort.



SOLE AGENTS.

MACKINTOSH

& CO., LTD.

Men's Wear Specialists,

16, DES VŒUX ROAD.

[103]

GORDON'S GINS.



SHIPMENT ARRIVED PER S.S. "HYSON."

FIRST COME, FIRST SERVED.

OBTAINABLE FROM—
DONNELLY & WHYTE,

AND FROM ALL DEALERS.

TELEPHONE No. 636.



[95]

20,000 DOCTORS

are recommending

PLASMON

Because

"Plasmon" is of INESTIMABLE VALUE as a
food for all classes of workers."—Dr. Virchow, Berlin.

PRINTING & BINDING

OF EVERY DESCRIPTION EXECUTED AT THE OFFICES
OF THE

"HONGKONG DAILY PRESS,"

WHICH ARE REplete WITH ALL THE LATEST AND MOST UP-TO-DATE
APPLIANCES FOR THE PROMPT PRODUCTION OF

HIGH-CLASS WORK.

104, DES VŒUX ROAD, HONGKONG

THE DOOM OF WESTERN
CIVILISATIONMARQUIS OKUMA IN PESSIMISTIC
MOOD.ALLIES UNDER THE INFLUENCE
OF AGGRESSIVE MILITARISM.

In the course of a long article contributed to the *Shin Nippon* (his own magazine), Marquis Okuma says:—

GERMANY AND DEMOCRATIC IDEAS IN EUROPE.

Since the French Revolution democratic ideas have pervaded all European countries. Soon after the Napoleonic war Russia, Germany, and Austria formed the Holy Alliance with a view to arresting the spread of those democratic sentiments. The idea of these Powers was that kingly authority should be made the centre of everything, and that religious dignity be further attached to royalty in order to invest it with absolute power. Yet Germany did not forget to take public opinion into some consideration. For instance, Bismarck tried to introduce the Socialistic views expounded by some German scholars from the platform into his Government policy, so that form into the Imperial Family might be advanced side by side with those of the nation. With all this, however, Germany's government remained despotic, and it always retained objectionable bureaucratic principles. These principles, combined with militarism, constantly advocated the subjugation of neighbouring nations by force of arms. The German bureaucrats were always ready to plunge the nation into hostilities, not caring a straw about the people's desire for peace.

This is an instance of selfish despotism on the part of the German bureaucrats, who do not hold in respect the freedom of conscience of the bulk of the nation. A desire for war and a thirst for conquest compel the country to pay constant attention to armament questions in times of peace by imposing heavy taxes upon the nation. Bismarck's policy appeared, at first sight, an improvement on that of his predecessors, but as a matter of fact there was not much to choose between his ideas and those which prevailed in feudal days.

A WARLIKE STATE.

Unfortunately the German people could not make a correct estimate of his policy, and to make the situation worse, some German philosophers and thinkers disseminated incorrect ideas among them. They declared that man is a warlike being, and that consequently no State could be immune from hostilities. They regarded this world as a battlefield for perpetual fighting. If their views are correct, there would be no end to hostilities between nations until humanity is completely wiped off the earth.

It is true that people in ancient days did nothing but fight, and were engaged in a ruthless struggle for existence, altruistic sentiments not being sufficiently developed among them. With the advance of civilisation, however, altruism has made gradual development, and people have come to take the view that to advance the common interests of society is to advance their own interests.

Germany still fails to appreciate this fact. She was entirely oblivious of the teaching of the great conflict that lasted for twenty years from the French Revolution up to the conclusion of the Napoleonic war. She has ruled her people by mistaken ideas of militarism, and took it into her head to effect the unification of the world by German *Kultur*. This was the cause of the present world conflict, and the fact shows clearly that Germany is still under the yoke of selfish despotism.

The Germans say they will never

desire of peace, but peace will never

come until they give up the idea of

unifying the world with their military

power, and of remodelling the world by

German *Kultur*, for in order to attain

their object they must necessarily fight

other nations and conquer them.

FATE OF NATIONAL POLICY BASED ON EGOTISM.

This bears testimony to the fact that

a national policy based upon egotism is

destined to failure. Those who really

desire peace must endeavour to benefit

not only themselves but others. A country

rises through altruism, but falls

through egotism. Germany attained her

present prosperity because she was formerly

mindful of benefiting others while

benefiting herself. Otherwise, the Teutons,

an uncivilised race in Northern

Europe, would not have succeeded in

destroying the colossal Roman Empire

and stepping into its place. Immediately

after conquering Rome by force of arms,

they endeavoured and succeeded in

assimilating Roman civilisation. Frederick

the Great, when on the throne, did not

make any scruple about resorting to

questionable policies which almost put

his achievement into the shade, yet as

Crown Prince he was most emphatic in

denouncing Machiavellism.

The Teutons were not altogether a

barbarous race, for after the downfall of

Rome many religious, artists, philosophers,

and scientists of note appeared. Eventually a great religious reformer

made his appearance in Luther, who

brought about a revolutionary change in

people's ideas. The Germans are inclined

to point to Luther as the founder of

German civilisation. But what was the

spirit animating Luther? He feared

God, loved the people, and fought the

opponents of freedom of conscience. Yet

the nation which developed its prosperity

by its altruistic principles, making it a

rule to fear God and to love man, has

gradually been converted into an egotistic

nation, and conceived the idea of making

use of its civilisation for the realisation

of an Imperialism which aims at trampling

underfoot the rights of humanity

and attaining the conquest of the world.

OTHER POWERS THAN GERMANY ALSO

EGOTISTIC.

It is a great pity that the Powers who

are suffering from German Imperialism

have not awakened to the necessity of

altruism, but have, on the contrary, come

to adopt egotistic policies themselves.

Thus Britain, with whom the free-trade

principle has been like a religious faith

since the days of Adam Smith, has radically

abandoned this principle in favour

of a protective trade policy. From this

fact it will be seen that the lessons the

cause of that ruin.

(Continued at foot of next column.)

FREIGHT RATES.

Messrs. Snowman & Co., of Hongkong,

in their Freight Circular dated 19th

September, state:—

The general tone of our market has remained very quiet since we last reported under date of 1st instant. Little business has been effected although the demand for boats on time-charter is still very strong and rates asked become increasingly firm. In the local rice market there is only small demand, and the Saigon-Hongkong rate, which we last went to press stood at about 95 cents per picul, has shown a weakening tendency. Figures reported in the interval are those of a medium-sized regular coaster at 95 cents, two further ones at 90 and 87 cents, and a large Dutch steamer at 85 cents, and a small outsider at 80 cents. The market closes at a little over this last figure, with indications that possibly 95 cents per picul might be obtained.

Exports of rice from Saigon from 1st January to 21st January 1917, amount to 336,557 tons as compared with 375,237 tons for the same period last year. Quotation for No. 2 White round-sifted rice stands at \$3.60 per picul f.a.b. Saigon for August-September shipment.

SAIGON-PHILIPPINES.—No local fixing is reported, Philippine-owned tonnage being sufficient to cater for the islands' demands. We are advised, however, that some of the tonnage previously fixed at about Pesos 1.55 has been rechartered at about Pesos 1.80 per picul.

SAIGON-JAVA.—Amoy could still be placed in this direction. The rate stands nominally at about \$1.50, but this could most probably be improved upon.

SAIGON-JAPAN.—Business could also be done in this direction with tonnage giving a little notice.

BANGKOK-HONGKONG.—The freight rate has fallen considerably, quotations, on going to press, being made of \$1.20-\$1.10 for inside-outside bar loading, respectively, with little tonnage offering. This is possibly due to the fact that the Government of Siam is reported to be requiring all supplies incoming from the hinterland to Bangkok, and therefore possibly the present fall is only in the nature of being a temporary one.

NEWCHANG-CANTON.—We have nothing to report.

COAL.—Rates from Japan to southern ports still maintain their strong tone and medium-sized tonnage could be placed with little effort. Locally, little business has been effected, due to scarcity of tonnage, but enquiries are in the market for both this and coast ports.

SAIL TONNAGE LOADING OR TO LOAD.—N/A.

HONGKONG POLICE RESERVE.

ORDERS ISSUED BY MR. F. C. JENKIN,
D. S. P. (R.).

NO. 3 COMPANY.

All members of No. 3 Company, Ambulance Platoon, and Buglers and Drummers, excepting those on 1st Shift Patrol Duty, will attend in Uniform (but without rifles or other accoutrements) at the Magistrate's on Tuesday, Sept. 25th, at 5.45 p.m.

SERVICE BOARD.

Monday, September 24th, No. 3 Platoon.
Tuesday, September 25th, No. 4 Platoon.
Wednesday, September 26th, No. 1 Platoon.

Thursday, September 27th, No. 2 Platoon.
Friday, September 28th, Mounted Police, Buglers and Maxim Gunners.

BAKE HOLIDAY.
No duties, other than patrols, will be performed on Monday, October 8th.

Departmental Orders are to-day being issued to Company Inspectors as to the procedure to be followed in exercising the powers of punishment conferred by Section 3 (2) of the Ordinance of 1917.

Notice of Inquiries and Awards will be posted on the Notice Board at Headquarters Club.

By Order,
T. F. HOUSE, A. S. P. (R.).
Hongkong, September 21st, 1917.

present war teaches are rather retrogressive than progressive, in that all the undertakings started by religiousists, philosophers, legislators and scholars during the past 1,000 years are threatened with complete destruction, and the whole of humanity is about to be plunged into a merciless and selfish struggle for existence.

EUROPEAN CIVILISATION DRAWING TO AN END.

In these circumstances, I fear European

civilisation is now drawing to a fatal

end. Even the United States—which has

hitherto stood loyally by the principles of

peace and humanity—is now busily

engaged in the creation of a big armada

and an army, and is engaged in the manu-

facture of arms to the fullest capacity of

all the factories in the country. And this

is because Germany's formidable army

and navy are expected on the American

coast at any moment. There is no danger

of America's declaration of war against

Germany precipitating such a danger, nor

is it likely that America will send a large

force to invade Germany. What, then, is

America's tremendous armament pro-

gramme for? In my opinion, in increasing

their armaments so earnestly, America

and the other Powers are being induced,

consciously or unconsciously, by Ger-

many's aggressive Imperialism. Peace can

never come while the Powers are in their

present mood. It is not likely, either, that

the Powers will carry out disarmament

when hostilities come to an end. The

victors cannot sleep in peace, since they

must make the necessary military prepara-

tions against the defeated, who will surely

brood over schemes of vengeance. International

law, which has made slow but

steady progress for 300 years since the

days of Grotius, has shown degeneration

in the present war. These facts make me

strongly suspect whether the present-day

European civilisation is not confronted

with ultimate ruin. I feel as if European

civilisation is in a state similar to that in

which the civilisation of Greece, Rome,

Egypt, Babylon, and India were before

their destruction. All things are subject

to decay and ruin. Having attained the

zenith, they gradually fall into a state of

decline, and extreme egotism always forms

the cause of that ruin.

(Continued at foot of next column.)

HONGKONG DEFENCE CORPS.

ADMINISTRATIVE ORDERS BY MAJOR H. A.
MORGAN, ADMINISTRATIVE COMMANDANT.

1.—STRENGTH.

Pte. J. Evans was enrolled on 17/9/17

and posted to "B" Company.

Pte. W. T. Watts Evans was enrolled on

17/9/17 and posted to "D" Co.

Pte. E. Pepperell was enrolled on 17/9/17

and posted to "D" Company.

Pte. R. Perrie was enrolled on 17/9/17

and posted to "D" Company.

Pte. T. Thompson was enrolled on 17/9/17

and posted to "B" Company.

Pte. W. D. Bell was enrolled on 18/9/17

and posted to "D" Company.

Pte. R. J. Birbeck was enrolled on 18/9/17

and posted to "B" Company.

Pte. G. E. Bird was enrolled on 18/9/17

and posted to "B" Company.

Pte. A. H. Brook was enrolled on 18/9/17

and posted to "A" Co., No. 4

Platoon.

Pte. H. H. S. Farmer was enrolled on

18/9/17 and posted to "A" Coy,

No. 4 Platoon.

Pte. J. Mitchell was enrolled on 18/9/17

and posted to "B" Company.

Pte. M. Pinguet was enrolled on 18/9/17

and posted to Machine Gun Coy.

Gunner F. Kennedy was enrolled on

20/9/17 and posted to Artillery Coy.

2.—LEAVE.

Permits to leave the Colony will not be

granted to members of the Corps

unless they present to the Pass

Office a certificate, signed by an

Officer, showing that leave from the

Corps has been granted.

Second Lieut. A. M. Thornhill is granted

leave for the duration of the war,

from 18th September, 1917.

Pte. W. J. Dexter is granted 2 months'

extension of leave, from 22/9/17.

Pte. W. Forsyth is granted 1 month's

leave, from 18/9/17.

Pte. A. L. Ramsey is granted 2 months'

leave, from 20/9/17.

Pte. T. A. Loughlin is granted 25 days'

leave, from 27/9/17.

Pte. S. G. Goad is granted 4 weeks'

leave, from 14/9/17.

Spr. A. W. J. Simmons is granted 6

weeks' leave, from 10/9/17.

Spr. F. Soutar is granted 27 days' leave,

from 20/9/17.

Acting Bomb. C. C. Stark is granted 7

weeks' leave, from 27/9/17.

3.—TRANSFER.

Pte. V. Murrell is transferred from Machine

Gun Coy. to Stretcher Bearer

Section, dated 19th September, 1917.

4.—ATTACHED.

Pte. H. G. H. Griffith, "A" Company,

is attached to Stretcher Bearer

Section from 15th September, 1917.

5.—CORRESPONDENCE.

Official correspondence is not to be ad-

dressed to Officers by name but by

their appointments.

Jewish members of the Corps will be

excused all parades and duties on 25th

and 26th September.

ORDERS FOR ARTILLERY COMPANY BY

CAPTAIN J. H. W. ARMSTRONG, V.D.

7.—PARADES.

Monday, 24th instant:—

5.30 p.m. Right Half Company at Bel-

chers Battery. Range Takers' class

only.

5.30 p.m. Left Half Company at Bel-

chers Battery. Range Takers only.

Tuesday, 25th instant:—

7.30 a.m. Right Half Company at Bel-

chers Battery.

5.30 p.m. Left Half Company at Bel-

chers Battery.

Thursday, 27th instant:—

5.30 p.m. Left Half Company (Gun

Roylance stated that these worms were causing him a great deal of trouble. He had confiscated no less than 36 baskets of them. His Worship imposed a fine of \$10.

ly necessary. The intelligent and
tical interest of the people of the U
Kingdom should be aroused on beh
one of the greatest of our na

latest advices came from Shanghai.

Page 8.)

\$38 per case.

and at **LANE, CRAWFORD & Co.**

BLOUSES, NECKWEAR, ETC.

(Other Local News will be found on
Page 8.)

NEW ADVERTISEMENTS

V.R.C. AQUATIC SPORTS.
LADIES' RACE.
50 YARDS (2 LENGTHS) HANDICAP.

SPECIAL Dressing Boxes have been erected ensuring complete privacy.
Ladies intending to compete are asked to attend at the V.R.C. any day between 10 A.M. and Noon or 1 P.M. and 3.30 P.M., when one of the handicappers will be present to time them over the distance.
Entries close on Monday, 24th inst.

R. C. WITCHELL,
Honorary Secretary.
[1053]

FIREWORKS! FIREWORKS!

DISPLAY OF CHINESE FIREWORKS

HAPPY RETREAT,
SUNDAY, 23rd inst., MONDAY, 24th inst.
and TUESDAY, 25th inst.
From 8 to 10.30 P.M.
Admission \$1.
Children Half-Price.
Trams take you to the gate.
[1054]

PUBLIC AUCTION.

PARTICULARS AND CONDITIONS of the letting by Public Auction Sale, to be held on MONDAY, the 1st day of October, 1917, at 3 P.M., at the Office of the PUBLIC WORKS DEPARTMENT, by Order of His Excellency the GOVERNOR, of One Lot of CROWN LAND at Nathan Road, Kowloon, in the Colony of Hongkong, for a term of 25 years with the option of renewal at a CROWN RENT to be fixed by the Surveyor of His Majesty the King, for one further term of 75 years.

PARTICULARS OF THE LOT.

No. of Sub-Lots	Regist. No.	Locality	Boundary Description (Approximate)	Contents	Area	Upst. Area
1	100	100	100	100	100	100
2	101	101	101	101	101	101
3	102	102	102	102	102	102
4	103	103	103	103	103	103
5	104	104	104	104	104	104
6	105	105	105	105	105	105
7	106	106	106	106	106	106
8	107	107	107	107	107	107
9	108	108	108	108	108	108
10	109	109	109	109	109	109
11	110	110	110	110	110	110
12	111	111	111	111	111	111
13	112	112	112	112	112	112
14	113	113	113	113	113	113
15	114	114	114	114	114	114
16	115	115	115	115	115	115
17	116	116	116	116	116	116
18	117	117	117	117	117	117
19	118	118	118	118	118	118
20	119	119	119	119	119	119
21	120	120	120	120	120	120
22	121	121	121	121	121	121
23	122	122	122	122	122	122
24	123	123	123	123	123	123
25	124	124	124	124	124	124
26	125	125	125	125	125	125
27	126	126	126	126	126	126
28	127	127	127	127	127	127
29	128	128	128	128	128	128
30	129	129	129	129	129	129
31	130	130	130	130	130	130
32	131	131	131	131	131	131
33	132	132	132	132	132	132
34	133	133	133	133	133	133
35	134	134	134	134	134	134
36	135	135	135	135	135	135
37	136	136	136	136	136	136
38	137	137	137	137	137	137
39	138	138	138	138	138	138
40	139	139	139	139	139	139
41	140	140	140	140	140	140
42	141	141	141	141	141	141
43	142	142	142	142	142	142
44	143	143	143	143	143	143
45	144	144	144	144	144	144
46	145	145	145	145	145	145
47	146	146	146	146	146	146
48	147	147	147	147	147	147
49	148	148	148	148	148	148
50	149	149	149	149	149	149
51	150	150	150	150	150	150
52	151	151	151	151	151	151
53	152	152	152	152	152	152
54	153	153	153	153	153	153
55	154	154	154	154	154	154
56	155	155	155	155	155	155
57	156	156	156	156	156	156
58	157	157	157	157	157	157
59	158	158	158	158	158	158
60	159	159	159	159	159	159
61	160	160	160	160	160	160
62	161	161	161	161	161	161
63	162	162	162	162	162	162
64	163	163	163	163	163	163
65	164	164	164	164	164	164
66	165	165	165	165	165	165
67	166	166	166	166	166	166
68	167	167	167	167	167	167
69	168	168	168	168	168	168
70	169	169	169	169	169	169
71	170	170	170	170	170	170
72	171	171	171	171	171	171
73	172	172	172	172	172	172
74	173	173	173	173	173	173
75	174	174	174	174	174	174
76	175	175	175	175	175	175
77	176	176	176	176	176	176
78	177	177	177	177	177	177
79	178	178	178	178	178	178
80	179	179	179	179	179	179
81	180	180	180	180	180	180
82	181	181	181	181	181	181
83	182	182	182	182	182	182
84	183	183	183	183	183	183
85	184	184	184	184	184	184
86	185	185	185	185	185	185
87	186	186	186	186	186	186
88	187	187	187	187	187	187
89	188	188	188	188	188	188
90	189	189	189	189	189	189
91	190	190	190	190	190	190
92	191	191	191	191	191	191
93	192	192	192	192	192	192
94	193	193	193	193	193	193
95	194	194	194	194	194	194
96	195	195	195	195	195	195
97	196	196	196	196	196	196
98	197	197	197	197	197	197
99	198	198	198	198	198	198
100	199	199	199	199	199	199

NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG AND SINGAPORE.
(Also from Colombo and Madras ex "Euryalus" and "Thongwa")

THE Steamship
"JAPAN,"
having arrived from the above Ports, Consignees of Cargo are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence and/or from the wharves delivery may be obtained.
Goods not cleared by 25th inst. will be subject to rent.
All broken, chafed and damaged packages are to be left in the Godowns, where they will be examined by Messrs. Goddard and Douglas on 27th inst., at 10 A.M.
Claims against the Steamer must be presented in writing within 10 days after arrival of Steamer, otherwise they will not be recognized. No Fire Insurance will be effected by the undersigned in any case whatever.
Bills of Lading will be countersigned by DAVID SASSOON & Co., Ltd., Agents,
Hongkong, 21st September, 1917. [24]

KOWLOON-CANTON RAILWAY

(BRITISH SECTION).

WINTER TIMING OF LOCAL TRAINS.

On and after SATURDAY, September 22nd, and until further notice

The following Trains are cancelled:—

DOWN TRAINS
From SHUM CHUN 6.15 P.M. 9.06 P.M.

UP TRAINS
From Kowloon 5.15 P.M. (Saturdays, Sundays, and Public Holidays only).

In place of the above the following Trains will run:—

DOWN TRAINS
From SHUM CHUN 5.30 P.M. 6.25 (except Saturdays, Sundays, and Public Holidays only).

UP TRAINS
From Kowloon 4.50 P.M. (Saturdays, Sundays, and Public Holidays only).

By Order,
H. P. WINSLOW,
Manager.
Kowloon, 20th September, 1917. [1060]

FOR SALE.

"GALESEND," 102, THE PEAK.
Apply to—
C. H. GALE,
P. W. Dept.
[1054]

INTIMATIONS

HONGKONG ST. ANDREW'S SOCIETY.

THE ANNUAL GENERAL MEETING of the above Society will be held in the CITY HALL, on WEDNESDAY, 28th September, 1917, at 5.30 P.M., for the purpose of receiving the Annual Report and Statement of Accounts for the year ending 31st August, and electing office-bearers for the ensuing year.
R. HENDERSON,
Secretary.
[1056]

DOUGLAS STEAMSHIP COMPANY, LIMITED.

THE ORDINARY GENERAL MEETING of SHAREHOLDERS in the above Company will be held at the Company's Offices, on SATURDAY, the 29th of September, at Noon, for the purpose of receiving the Report of the General Managers, together with a Statement of Accounts to 30th June, 1917.
The TRANSFER BOOKS of the Company will be CLOSED from the 21st to 29th September, both days inclusive.
DOUGLAS LAPHRAIK & Co.,
General Managers.
Hongkong, 5th September, 1917. [1050]

THE HONGKONG AND WHAMPOA DOCK COMPANY, LIMITED.

NOTICE IS HEREBY GIVEN that DIVIDEND WARRANTS for the INTERIM DIVIDEND of \$2.50 per Share payable to all Shareholders on the Company's Register at 30th September, 1917, may be obtained at the office of the Company, 2, Queen's Buildings, Hongkong, on and after the 8th October, 1917.
Notice is further given that the SHARE REGISTER and TRANSFER BOOKS of the Company will be CLOSED from the 1st to the 8th October, 1917, both days inclusive.
By Order of the Board of Directors,
R. M. DYER,
Chief Manager.
Hongkong, 8th September, 1917. [1012]

NATIONAL BANK OF CHINA, LIMITED (IN LIQUIDATION)

(INCORPORATED IN ENGLAND).
Unredeemed Bank Notes.

NOTICE IS HEREBY GIVEN that any OUTSTANDING NOTES will be paid on presentation to the undersigned, on or before SATURDAY, 29th September, 1917, at Noon.
AFTER THAT DATE, holders will find it necessary to claim repayment in STERLING from the BOARD OF TRADE LONDON, to whom the necessary funds will be remitted.
THE BOARD OF TRADE make a charge for payment of claims out of monies deposited in the "COMPANIES LIQUIDATION ACCOUNT" at the Bank of England.
A. R. LOWE,
Liquidator.
Chartered Bank Building,
Hongkong, 16th August, 1917. [356]

G. R. NOTICE

ANY EUROPEAN, Non-Asiatic or Indian desiring to leave the Colony should apply in person at the CENTRAL POLICE STATION between the hours of 9 A.M. to 1 P.M. and 2 P.M. to 4 P.M. daily.
Applicants will be required to produce Passports or identification papers.
All persons with certain exceptions who remain in the Colony for more than 7 days are required to Register themselves under the REGISTRATION or PERSONS ORDINANCE 1916.
Forms of Registration giving the particulars required may be obtained at the G.P.O. and at all Police Stations.
The Penalty for non-compliance is a fine not exceeding \$50.
[43]

HOUSES TO LET

TO LET.
IMMEDIATE entry. Four very desirable SHOPS, situated in Lee House Street, opposite the Grand Hotel, recently reconstructed.
For rent and other particulars apply to—
THE MANAGER,
HONGKONG ICE CO., LTD.,
45, Connaught Road Central.
[300]

TO LET.

OFFICES at 2, Connaught Road Central.
HOUSES in Moreton Terrace and Wongsaiyong Road.
HOUSES on Shamoon, Canton.
Apply to—
THE HONGKONG LAND INVESTMENT AND AGENCY Co., Ltd.
[28]

TO LET.

A FLAT in Nathan Road, Kowloon.
FOUR-ROOMED HOUSES in Kowloon.
Apply to—
HUMPHREYS ESTATE & FINANCE Co., Ltd.,
Alexandra Buildings.
[341]

ON SALE.

BOUND VOLUMES of the HONGKONG WEEKLY PRESS, JANUARY to JUNE, 1917.
With INDEX, Price \$7.50.
On Sale at the HONGKONG DAILY PRESS Office.

INTIMATION

WATSON'S

THE PREMIER SCOTCH OF THE FAR EAST FOR 25 YEARS.



POPULARITY MAINTAINED

BY ITS

EXCELLENT QUALITY

NOT BY EXPENSIVE

WORLD-WIDE ADVERTISING.

A. S. WATSON & CO., LTD.,
WINE AND SPIRIT MERCHANTS,
HONGKONG. [12]

MARRIAGES.

MORGAN-DUNCAN.—At Dennistoun Baptist Church, Glasgow, Scotland, on July 16th, Lieut. Claude Morgan, 9th Norfolk, third son of the Rev. and Mrs. Evan Morgan, of Shanghai, to Francis Lister, eldest daughter of the late Rev. Moir Duncan, M. A., LL.D., Principal of Imperial University, Shanghai, and Mrs. Duncan, Lynwood, Riddrie, Glasgow, Scotland.
WALTER RIDGE.—At Shanghai, on September 15th, at E. B. M. Consulate, and at Holy Trinity Cathedral, Percy Edward Heath Walter, of the Asiatic Petroleum Co., Ltd., to Elsie, eldest daughter of Mr. and Mrs. Ridge, Herefordshire, England.

DEATHS.

BURKE-CLOSE.—At 19 Quinsan Gardens, Shanghai, on September 13th, Miss Burke-Close, Chinese Customs Service, a native of Dublin, Ireland, aged 33 years.
SUTTON-SMITH.—At Chouteau, Shantung, on September 6th, Herbert Sutton-Smith, of the English Baptist Mission, Feichen, Shantung.
WILSON.—At The Royal Naval Hospital, Weihaiwei, on September 14th, Alfred Sidney Wilson.

HONGKONG OFFICE: 20A, DES VOGES ROAD, LONDON OFFICE: 121, FLEET STREET, E.C.

The Daily Press.

HONGKONG, 22ND SEPTEMBER, 1917.

THE KING AND THE KAISER

As the great world-drama, which commenced in August, 1914, unfolds itself, new characters appear on the stage and old ones retire. Before the outbreak of war the names most frequently on the lips of English-speaking people were those of the KING, the KAISER, the TSAR, Mr. ASQUITH, Sir EDWARD GREY, Lord KITCHENER and Dr. VON BETHMANN-HOLLEWEG. Few outside their own country had heard of JOFFRE, JELICOE, HAIG, or HENDERSON. Even now we occasionally see names which at first are strange, but soon become familiar. Until a few weeks ago, for example, Sir ERIC GEDDES was practically unknown. The same may be said of Colonel CARTER, of Mesopotamia fame. Fresh reputations are being made, and, in some cases, old ones are being lost. Although Mr. LLOYD GEORGE was a prominent figure in politics for some years

before the war it was not expected when the dark clouds were gathering over Europe that he would be charged with the responsibility of steering the ship of State through the stormy sea. His attitude towards the Boer War and the jealousy with which he received the expenditure of money on armaments made him suspect in many quarters, although he had practically committed himself to oppose Germany by his fearless and definite speech at the time of the Agadir crisis. We need not fear any desire for a premature peace on the part of the Prime Minister of Great Britain to-day. His reply to the overtures of the new German Chancellor was definite, firm and logical. Mr. LLOYD GEORGE has no illusions about the future; he recognises as plainly as anybody that there is only one road to peace, and that is via Berlin.

Of the seven names mentioned above as conspicuous at the outbreak of war, only two retain their old prominence. They are the KING and the KAISER. It is the irony of fate that they are cousins, for it would be almost impossible to find two temperaments in greater contrast. The latest cables tell us of King GEORGE's visit to the CLYDE, and we read of typical acts of kindness and homely sympathy which are truly regal on account of their simplicity. It has been the same story throughout his eventful reign. No ruler of our Empire has had such anxieties to face as those resolutely met by King GEORGE, and no-one has been more willing to sacrifice himself for the common weal. Whatever our political views about those old party questions of the House of Lords and Home Rule, we can forget them more readily than the KING's efforts to avoid internal strife. Ever since the commencement of the war all the members of the Royal Family have devoted themselves to the cause of their country. The example of His MAJESTY has been an inspiration to thousands, and his presence in centres of industry has served to calm the feelings of discontent and make the workers realise that the need of the country must be placed before their own grievances. It is safe to say that never was the Constitutional Monarch of the British Empire more firmly seated upon his throne than is King GEORGE to-day. When the sudden and dramatic deposition of the TSAR of Russia took place, a brilliant writer sent a letter to the Times suggesting that Kings were merely survivors of a barbaric age. The protest of General SMUTS and many other liberal-minded subjects of King GEORGE demonstrated most emphatically that the British Empire presents a different problem to the Empires of either Russia or Germany. It is built upon the broad base of justice for all men, and the KING-EMPEROR is an essential part of the structure; he might, indeed, almost be called the key-stone of the arch. No sane statesman imagines that a President, elected by a party faction, could properly replace the impartial figure-head to whom all races in the Empire look up as one above political intrigue.

The KAISER, on more than one occasion, has expressed his admiration for NAPOLEON. If he has studied DANTON, he probably now agrees with him that 'twere better to be a poor fisherman than to meddle with the government of men. Anyone who has taken the trouble to read the political speeches and pamphlets emanating from Germany during the KAISER's reign must realise that he merely symbolises the ideals of his own people. How far his influence has reached is a debatable point. It is difficult to discriminate closely between cause and effect. It is true, however, that a nation has the government it deserves, and we find it difficult, at times, to follow President WILSON and others when they seek to separate the KAISER and his clique from the German people. We are not at all sanguine that the Germans will revolt against their rulers. In the final chapter of his revolutions, as quoted in a recent cable, Mr. GERRARD says that he felt, when he returned to America from Berlin, "what a reckoning there will be for Germany some day when plain people realise the truth, and learn what base motives actuated their rulers in condemning a whole generation to war and death." The fact that it was not until he returned to his own country that the late American Ambassador in Berlin thought of this reaction proves that the atmosphere of political thought in Germany is still saturated with the pernicious doctrines

with which the Prussian autocrats have been poisoning the minds of the people "from one generation to another." Yet among all the many bitter disappointments which this war has brought to the dreamers of a Modern Utopia, none has been greater than the attitude of the German Socialists. They have shattered the hopes of many who were pacifists before the war, for while paying lip-service to their theories of international brotherhood, they have been instrumental in carrying out all the horrors associated with Prussianism. It does not relieve the German Socialists of any condemnation if the excuse is offered that they have been duped by the KAISER. Before the war they did not subscribe openly to the great Prussian beatitude "Blessed are the strong, for they shall prey upon the weak," but they do now. The head of the House of Hohenzollern seems to have modelled his actions upon those of NAPOLEON and MACHIAVELLI, but the latter did set some limits and conditions to duplic

THE WAR.

NEW BRITISH OFFENSIVE.

SOME REMARKABLE ACHIEVEMENTS: MANY PRISONERS.

DEFEATING SUBMARINES.

RUSSIAN AFFAIRS.

GERMANY AND ARGENTINE.

Franco-Belgian Front

LATEST CABLES.

(THROUGH REUTER'S AGENCY.)

THE BRITISH ATTACK.

DESCRIBED BY SIR DOUGLAS HAIG.

LONDON, September 20th.

Field-Marshal Sir Douglas Haig reports:—The attack this morning, eastward of Ypres, was on an eight-mile front, between the Ypres-Comines Canal, and the Ypres-Staden Railway. Great success attended our troops. Positions of considerable military importance were won and heavy casualties were inflicted.

We assembled the attacking regiments without incident, despite a steady rain-fall during the night. The first objectives were captured at an early hour, including a number of concreted strong points and fortified farms, for the possession of which there has been previous heavy fighting. North country regiments carried the Inverness Copse, and the Australians stormed Glencorse Wood and Nonne Boschen. Scottish and South African Brigades took Potsdam, Vampir and Borri Farms, and West Lancashire Territorials carried Iberian Farm and a strong point known as "Gallipoli." We then advanced to the assault of the final objective. English county troops on our right reached the line of their final objectives after sharp fighting in the woods northward of the Ypres-Comines Canal. North country and Australian Battalions, in the centre, penetrated positions to a depth of over a mile, and captured their whole objectives, including the hamlet of Veldhoek and the western portion of Polygon Wood.

Further north, Zevenkoks was captured, and London and Highland Territorials carried the second line farms, including Rose Farm, Quebec Farm and Wurdt Farm, on the line of the final objectives. The weather this morning cleared, and aeroplanes were able to take a more active part in the battle, indicating the position of troops and reporting hostile concentrations to our artillery. Thus the number of German counter-attacks was broken up and others were repulsed by our infantry. The prisoners exceed 2,000. We captured a few guns.

There was considerable aeroplane observation. On Wednesday we engaged hostile troops and transport, and also dropped one-and-a-half tons of bombs on various targets, and another ton at night-time on billets and hutments. Six German machines were brought down and four driven down. Seven of ours are missing.

ENEMY ATTACK ON THE FRENCH.

PARIS, September 20th.

A *communiqué* states:—After a violent bombardment an enemy attack south-east of Cerny was stopped by our fire. The attack did not succeed in reaching our lines.

BELGIAN SUCCESSES IN EAST AFRICA.

LONDON, September 20th.

A Belgian *communiqué* states:—The success of the Belgians in German East Africa at Madege on September 9th and 10th, has been completed by the capture of enemy positions at Kalimoto.

The enemy is retreating towards Mahenge, on the whole front, being pursued by the Belgians.

ANOTHER BRITISH OFFENSIVE.

HEAVY FIGHTING.

TROOPS GREAT ACHIEVEMENTS.

LONDON, September 20th.

Field-Marshal Sir Douglas Haig reports:—We attacked, this morning, on a wide front to the east of Ypres.

Satisfactory progress is reported and we have already captured valuable positions.

Reuter's Correspondent at British Headquarters states:—

The British have renewed their offensive on a big scale. It is impossible at present to define the flanks of the attack. The most intense fighting zone lies astride the Ypres-Menia Road and is directed against the German positions at Gelugorse Wood, Inverness Copse, Nonne Boschen and Polygone de Zonnebake, standing upon high ground.

The possession of these positions would complete our mastery of the Westhoek Ridge system. There was heavy rain during the night but the weather cleared at dawn and the all-important element—visibility—is reasonably high, while the ground is not seriously affected.

The attack differed materially from the previous, in various aspects, which it is not permitted to indicate, but which is dictated by the necessity of devising some formula for dealing with the enemy's new defensive tactics.

The enemy's well-boxed and shell-cratered ground has been subject to great artillery concentration during the week. By day our heavy guns carried out intense counter-battery work and a destructive bombardment of the defensive positions, while at night, the field guns and trench mortars pitched gas shells and oil drums among the enemy, the effect of which may be guessed by the fact that two nights ago one hostile artillery group so attacked did not reply: thus, the way was pretty effectively cleared for the infantry. The actual preliminary bombardment was short, but of incredible intensity, consisting of a series of barrages, one in advance of the other. All the troops had been thoroughly rehearsed in their parts, and by the devotion of some Divisions, in remaining in the line longer than usual, it was possible to put more than a normally large proportion of fresh troops into the attack.

Considering the circumstances the communication is good, for which the credit must be accorded the New Zealand brigade, which, during the comparatively short period of preparation preceding the attack, buried over 20,000 feet of telegraph cable so deep as to defy any shelling.

The Germans, who fully realise what the loss of this line will mean, have offered strong opposition to the infantry. There was intense machine-gun activity from redoubts etc. but our artillery soon found these spots. Tanks are being employed in limited numbers owing to the unfavourable ground, but our airmen already report that these snorting machines are moving to the assistance of the infantry where the latter are temporarily held up.

Our flyers are taking a great part in the battle, carrying out an unprecedentedly elaborate and co-ordinated offensive.

FINE SUCCESS FOR BRITISH ARMS.

LATER.

To-day's attack has been another fine success for the British arms. The troops penetrated to a depth of a mile, which is a wonderful achievement, considering the character of the ground. The advanced troops reached the Zonnebake-Gheluvelt line and also beyond the central parallel of Polygone Wood.

We are now bombarding the Germans who are massing for counter-attacks.

It is believed that the prisoners' total four figures. Every shell hole yielded about a dozen prisoners who are sometimes surrendering without resistance and sometimes fighting stubbornly.

In one instance the inmates of a semi-concreted crater held up our troops for a long time by bombing them. In other instances the enemy came out with fixed bayonets as the barrage crept towards them. The first advance was made very rapidly, in light skirmishing order, and the Boche was admittedly taken by surprise by the rapidity of the attack. We swept over the places which have figured in the *communiqués* since July 31st, as serious obstacles, such as Pommern Castle, Borey Farm, Iberian blockhouse and "Gallipoli."

The Schuler gallery, which is a long line of pill boxes—small concrete turrets erected in shell holes—gave much trouble, but the onslaught of our men was irresistible. At Schuler Farm, which is surrounded by water, two tanks attacked, obtaining 30 prisoners, who are blanched-looking men afflicted with tremours from the ordeal of our artillery.

A large percentage of the prisoners are young, and are chiefly Bavarians.

A captured messenger dog bore a message ordering that the high ground towards Molensarelschoek must be recaptured at all costs and ordering that as many guns as possible should be ranged thereon.

The work of consolidating has been strenuously progressing all the afternoon, under a heavy barrage.

Our casualties are not heavy, considering the enormous value of the gains attained, which constitute a bitter commentary on the German claim that the offensive in Flanders had failed.

The ground won is of great tactical and high strategic importance, and we are prepared for desperate enemy counter-efforts.

The day has been a great and glorious one for our armies in Flanders.

GERMAN REPORTS.

LONDON, September 20th.

A German official message states:—After most violent artillery fire between Houthoult Wood and Lys, the English launched strong attacks, on a broad front at daybreak.

The French attacks yesterday, near Hill 344, were unsuccessful.

We shot down 20 aeroplanes.

A later German official message states:—

The battle is in full swing on the English front, from Langemark to Holbeke. There has been bitter fluctuating fighting, all day long, on the foremost part of our defensive zone.

ARTILLERY FIRE.

LONDON, September 20th.

A French *communiqué* states:—There has been intense artillery activity, south of the Oise, in Champagne, on the Tronillet—High Mount sector, and on both banks of the Meuse.

After a violent bombardment, an enemy attack, to the south-east of Cerny, was stopped by our fire and did not succeed in reaching our lines.

DISASTROUS CYCLONE IN AUSTRALIA.

SYDNEY, September 20th.

A remarkable cyclone has swept over the country, causing widespread damage. Two deaths have been reported and it is feared that there are others.

Naval Activities.

EARLIER CABLES.

(THROUGH REUTER'S AGENCY.)

FIGHTING SUBMARINES. SUCCESS OF NEW METHODS.

LONDON, September 20th.

It is authoritatively stated that anti-submarine measures are meeting with success and a further reduction of losses is expected. It can be stated on official authority that the results of methods adopted last month justify growing confidence. A naval officer states: "No sensational inventions are being used and no sensational results are to be expected. The sinkings will continue, but the submarine is defeated. If the public knew what we know, they would not have the slightest anxiety. Good results are being secured from the new smoke cloud defence system, by which dozens of ships have been saved. The system whereby 'smoke-boxes' are thrown overboard, which throw out smoke clouds, thus concealing the ships, has been in use for some months. By British ships, the great majority of which are supplied with these smoke-boxes."

General.

LATEST CABLES.

(THROUGH REUTER'S AGENCY.)

GERMANY AND PEACE.

AMSTERDAM, September 20th.

Dr. Michels is making a peace statement in the Reichstag on the 27th inst.

RUSSIAN SITUATION.

BAN ON ALCOHOL.

PETROGRAD, September 20th.

M. Kerensky, repeating the Imperial Rescript, has ordered all alcohol at the distilleries to be licensed, and the premises must be used for making vinegar and mineral waters.

THE SUKHOMLINOFF TRIAL.

At the trial of M. Sukhomlinoff, the Public Prosecutor urged that treason had been proved, and said that the shady characters who surrounded the accused, would be charged.

THE KALIDIN AFFAIR.

The pourparlers between the Soldiers' and Workmen's Executive at Petrograd and the Don Cossacks has resulted in an agreement for a joint meeting, the latter acquiescing in the demand for a Court of Inquiry into the Kalidin affair, providing that Cossack delegates are allowed to attend.

EARLIER CABLES.

FUTURE OF BELGIUM.

LONDON, September 20th.

The *Tagess Zeitung* states that Count Westarp, the leader of the Conservatives in the Reichstag, has gone to Headquarters, on the invitation of General von Hindenburg, to discuss the question of Belgium. The interview is considered most important.

ARGENTINE AND GERMANY.

SEVERANCE OF RELATIONS PROBABLE.

BUENOS AIRES, September 20th.

The Senate has almost unanimously voted to sever relations with Germany. The resolution now goes to the House of Deputies. The public feeling in favour of the passage of the resolution is strong.

WASHINGTON, September 20th.

It is officially announced, in connection with Sweden's reply to the Luxemburg affair, that no messages were transmitted for Germany to or from Berlin through the United States' State Department, without the United States knowing the contents.

NEW COTTON SCHEME.

LONDON, September 19th.

The Cotton Control Board has approved a scheme to allow dealings in futures on the Liverpool market from October 1st, and in all positions commencing in January to August, with little restrictions. The basis of the grade of cotton agreed upon is good middling instead of middling, which change will make business freer between merchant and buyer.

BRITAIN AND THE GERMAN PEACE MOVEMENT.

GERMANY KNOWS SHE CANNOT WIN.

LONDON, September 20th.

Reuter understands that the following is the view, in British well-informed quarters, regarding the attitude of Great Britain and the Allies towards the recent general, but often contradicted, statements in the enemy Press, particularly the German Press, concerning the foreshadowed intentions to make "concessions" in Belgium and elsewhere. These have not passed unnoticed, but the Allied Governments have in nowise failed to appraise them at their true value, and to realise that, at bottom, they express the fact that Germany knows she cannot win the war.

It is perfectly well understood that Germany is now seeking, in view of the recent events on the North-Eastern Front, to impress upon the German public that her military position is now such that she can suggest, in some specious fashion, a plan of action that would satisfy the pan-Germans and might also appeal to the pacifists in the Allied countries. It is, therefore, just as well that those in the Central Powers who are organising this so-called peace movement, should realise that their machinations in nowise deceive the Allies, whose views and determinations regarding the kind of peace they will accept have undergone, and can undergo no modification whatever.

As far as the Allies are concerned, no end to the war is possible until the end for which this terrible conflict was commenced, and has endured for over three years, has been attained, namely, the final disappearance of Prussian militarism.

Only those possessing the Prussian mentality can regard without horror the double loss of life and treasure deliberately brought about by Germany in this war, and in this sense it is true that the Allies would welcome peace, but the enemy efforts to disguise the real issue are as hopeless as they are characteristic.

RUSSIAN AFFAIRS.

CADET PARTY MOVEMENT.

PETROGRAD, September 20th.

The Heisingfors Soldiers' and Workmen's Delegates have consented to the Government's demands to send back to Petrograd the exiles, mentioned on September 11th.

The Committee of the Cadets Party has passed a resolution urging Cadets not to participate in the Democratic Conference, because the conference can only reflect the views of the Soldiers' and Workmen's Delegates, and, consequently, cannot alleviate the country's position.

THE ROYAL TOUR.

INTERESTING REVIEW.

LONDON, September 20th.

His Majesty the King concluded his tour in West Scotland, and reviewed at Glasgow two hundred survivors of torpedoed merchantmen, including the *Lusitania*. He congratulated the stewards of the *Lusitania* on their recovery from their terrible experiences and also congratulated an apprentice on winning the Distinguished Conduct Medal in a fight against a submarine.

BACHELORS AND WIDOWERS TO BE TAXED.

MELBOURNE, September 20th.

Owing to the opposition of Ministerial supporters, the Government has withdrawn the proposal to tax the unutilised. It now proposes a five per cent. super tax on the incomes of all bachelors and widowers, irrespective of age. The Senate has passed the War Time Profits and the Shale Oil Bounty Bills.

FRENCH SHIPPING.

LONDON, September 20th.

The French shipping arrivals during the past week were 880 and the sailings 894. The sinkings were two over and two under 1,000 tons. Two vessels were unsuccessfully attacked.

QUEBEC'S NEW BRIDGE.

QUEBEC, September 20th.

The bridge span has now been raised ninety feet. The engineers have ordered that the hoisting is not to exceed two feet in fourteen minutes.

SILVER.

LONDON, September 20th.

Silver is quoted at 83½d. There is a scarcity of supplies, and the market closed firm with buyers and no offers.

CROSS-COUNTRY.

A CHAPTER IN THE TRAINING OF AN AIRMAN.

It was absolutely necessary—for reasons, unlikely to move the C.O.—to return in time for lunch.

That is why I was less excited than annoyed when told to start away at a moment's notice on my first cross-country flight.

Forced landing, in some spots miles from communication, are not unheard of on these occasions, and the breeze, stiff though steady, promised a rough journey. That promise was fulfilled as the sun came out in his strength, causing those disconcerting upward and downward currents known lucidly as "bumps."

Having commenced the new adventure casually, in twenty minutes I found sensations jostling one another. The wind became violently gusty and intensely cold. Already my feet were numb, and I was obliged to thaw each hand in turn by sitting on it while controlling the machine with the other.

Yet there was wonderful elation in my heart. Here I was, alone in the sky, with England spread underneath, enabled by a glance at my map to pick out certain landmarks—an ancient city, the thin silvery thread of a river, and most unmistakable of all, the enormous dark green smudge of the New Forest.

But I was not allowed to grow poetic. A terrific "bump" hit the nose of the machine and I found myself climbing at an impossible angle with the speed falling towards zero.

In a sudden panic I pushed forward the controls, just in time to avert disaster. Next moment another "bump" caught one wing and instead of progressing horizontally the planes became almost vertical, the tail spun round victoriously, and there was an unpleasant swimming motion about the whole machine.

It was only by sheer muscular effort that I "levelled out" again.

There was more to come. While I was considering the map to recover the line of my course suddenly I saw the earth instead of the horizon through the whirling propeller. A tail "bump" this time!

Instinctively glancing at my instruments I found the speed rapidly approaching 100 miles an hour. Hauling back the "joystick" (the central lever) quite ferociously I addressed myself aloud.

"Now then, old man, what are you going to do about it?" I said, and was much comforted.

Another ten minutes and the sun shining on the waters gave me the cue to land.

The strange aerodrome received me kindly, and in half an hour sped me forth again—but it sped me dubiously, for now almost into the teeth of the gale I flew. The outward journey had been a warning merely.

For thirty minutes I fought with the controls, taking, meanwhile, feverish glances at my engine indicator. Reckoning, for ages together, I slipped and swam, and it was by sheer instinct that, at last, I found myself over the home sheds.

The gale had its parting shot. A convulsive upward current struck the machine squarely underneath.

Out of my seat I was thumped until my belt straps pulled me down again hard, with a horrible thud.

It was too ridiculous. I laughed aloud!

But there was triumph also in my mirth, for I had done my first cross-country—and I was back in time for lunch!

W.A.B.

£1,000,000 LEGACY.

TESTAMENTARY POWERS OF A BOY SOLDIER.

A soldier's will, that of Lieutenant Alexander Piggott Werner, of the Welsh Guards, killed in action last September, came before Mr. Justice Younger in the Chancery Division recently, the point being whether as the testator was only 19 he was in law able to exercise full power of disposition of a legacy left him by his father, Sir Julius Werner.

Under his father's will, the lieutenant had a share of the income of a settled legacy of £1,000,000, the whole of the income to go to him when he became 30, with full power of disposition of it by will. Lieutenant Werner exercised this power in his will, made two months before his death, and probate of his will has been granted.

For the King Edward Hospital Sir Julius' residuary legatees, the Howard Wrights, said they would benefit if Lieutenant Werner's will was set aside, but they declined the painful and distasteful task of opposing the will of a gallant young officer.

Mr. Upjohn, K.C., for two of the executors of Sir Julius' will, said that the task of arguing the matter was also most disagreeable to him, as Lieutenant Werner was a junior officer to his (Mr. Upjohn's) son, who benefited by his will. At Mr. Justice Younger's suggestion, the case was adjourned for Lady Werner, who also declined to oppose, to be asked to argue the matter solely in the interests of others, this being the first such case point has arisen.

OUR LONDON LETTER.

[FROM OUR OWN CORRESPONDENT.]

FIXING THE BLAME FOR THE WORLD-WAR.

THE GERMAN WAR-PLAN OF JULY, 1914.

LONDON, July 20th.

The greatest possible interest attaches to the disclosures in a *Times* during the last few days which fix upon Germany the guilt of the world-war. The gist of the new indictment is that the Kaiser, the Archduke Frederick of Austria, and their most intimate counsellors of those days, including Herr von Bethmann-Hollweg, Admiral von Tirpitz, General von Falkenhayn, Count Berchtold and Count Tisa, met at Potsdam on July 5th, 1914, and there "decided upon all the principal points in the Austrian ultimatum which was to be dispatched to Serbia 15 days later." Furthermore, it was recognized that that war would result. That consequence the meeting definitely decided to accept.

The correspondent, described as "well-informed," upon whom the *Times* relies for its information which makes such an important addition to the history of the origin of the war, recalls the known fact that the Kaiser then left for Norway, "with the object of throwing dust in the eyes of the French and Russian Governments. Three weeks later when it became known that England would not remain neutral, Herr von Bethmann-Hollweg wished to withdraw, but it was too late. The decision of July 5th was irrevocable."

That a meeting was held at Potsdam on July 5th, 1914, and that many people in Germany were aware that it was one of the controlling causes of subsequent developments, is proved by the recent speech of Herr Haase, a leader of the German Minority Socialists, delivered in the Reichstag. He alluded quite familiarly to the meeting, and created a sensation by doing so, but what he said was not denied. The evidence is accumulating to show the hollowness of the German pretensions that the war was forced upon Germany. Truth, like murder, will out sooner or later.

THE HINDENBURG PLAN.

Mr. Henry Wood, the Correspondent of the United Press of America with the French Armies, who is contributing to the Exchange Telegraph Company an interesting series of articles, discusses the much-vaunted Hindenburg plan. Ever since the beginning of the present year, this has been represented to the German people as their sure salvation. To the world at large it has been sought to represent the plan as a profound secret. Mr. Wood says the French High Command guessed and understood long ago what the mystery was, although at the time they preferred not to talk about it.

Briefly, the plan resolves itself into this: that Hindenburg will try to hold the Western front by a system of successive continuous zones continuing right to the Rhine and even on into Germany. What is no longer able to maintain his position in one zone his plan is to retreat to the next one prepared behind it, and in this way he hopes to save his front from being pierced. "In all probability," says this able Correspondent, "the remainder of the war on the Western front will be a series of German retreats before the continuous and steady pressure of the Allies."

WITHIN SOUND OF THE GUNS.

It must be confessed that the idea of a deadlock in the West seems out of place having regard to the violent artillery fighting which has been going on for some time. The rumbling of the guns has been heard in London during the last few days. For weeks the sound has been distinctly audible in wide districts of Kent and Essex, more especially at night when the air is still. I have sat out of doors in my garden in the latter county in the cool of a July evening and listened to the cannonading across the water. And I have heard it as I lay in bed before going to sleep, and again on waking.

There is something uneasy in this reminder of the war. All kinds of thoughts fill one's mind as one hears to the guns over a hundred miles away breaking the stillness of the quiet countryside of England; and one also vainly tries to understand by what miracle of fortitude, devotion, courage and self-sacrifice men are capable of enduring the ordeal of modern warfare.

Everybody who writes or speaks seems to have gone mad on the subject of aircraft. I believe the recent raids on London have stirred up public interest in the matter more than anything else could do in connection with the war. Some of the pundits declare that if we are to win it can only be done by the introduction of new and revolutionary methods, and from this they argue that we must look for victory in the air. Perhaps there is more truth in this view than would appear at first sight. One never knows what to expect in these days, and nothing can safely be dismissed as improbable. Who would have thought a few years ago that in the next war the Island Empire of Britain, with the greatest Navy in the world, would try to reach a decision by equipping an army of millions, and that Germany, the greatest military power in the world, would be striving for a similar result under the sea?

We all know by now that the airman are the "eyes" of the artillery, and the side which has an undoubted superiority in flying is able to "blind" the enemy gunners. Happily this superiority belongs to us up to the present. The Germans are no match for the British and the French fliers. The superiority must be more marked before long when the American aviators begin to arrive in numbers. Prodigious efforts are being made across the Atlantic to create a mighty fleet of aeroplanes; and in the meantime the manufacture of machines and the business of training pilots are proceeding here with feverish activity. In some ways it reminds one of the speeding up of munitions when the shell shortage was first revealed.

THE NAVY'S WORK.

THE PROCESS OF CHANGE.

[FROM "THE TIMES" NAVAL CORRESPONDENT.]

With the beginning of the fourth year of the war, the situation from a naval point of view is in process of change.

Quite recently a series of alterations in the personnel of the Board of Admiralty has been effected, the object of which is twofold—in the first place, to strengthen that side of the administrative machinery which deals with supply; and in the second place, to evolve an organization for the study of strategic problems of a maritime character. Both these reforms are not to be allowed to interfere with the supreme control and responsibility of the Board of Admiralty. The justification of the policy which once more brought into existence the Controller of the Navy; and which made the First Sea Lord the Chief of the War Staff, must be sought for in events which are yet to come. In looking for the cause of the change, it must be recalled that just before the close of last year an atmosphere of anxiety had been created by the failure of the naval authorities to deal adequately with the activities of the enemy vessels and aircraft from the ports in German hands on the Belgian coast. It was not that the country had abated its confidence in the Navy, but that the need for a more vigorous offensive policy appeared to be indicated by the condition of naval affairs. If we look back over the direction of the war during the past three years, we may discover how the disquietude in the public mind arose.

The part played in the war by our naval forces is not to be judged entirely by its dramatic episodes, but by its character and effect. From the opening day of the struggle it has exercised an all-powerful influence on the conduct of the operations, by land as well as by sea. The preparations made by Germany for hostilities against this country, and particularly for an attack upon its commerce, had all been planned in advance, although it may not have been expected that they would be put into operation immediately. The German Navy Act of 1912 had placed four-fifths of the Fleet on a war footing, ready for immediate service, and every conceivable measure of a preliminary character, including preparations for placing raiders on the sea routes, with arrangements for their supply of fuel and ammunition, etc., had been taken. The appearance at the war station of the Fleet which Lord Fisher and Mr. McKenna had provided some five years earlier neutralized the value of these plans, and our naval power has successfully executed the plan. It was under the protection of the Fleet that the Expeditionary Force was given safe passage in France, and that the security of the maritime communications of the Allies was assured. The decisive action off the Falklands completely defeated the enemy's schemes for commerce raiding, swept the German flag from the seas, and frustrated the schemes of interference in South Africa. At the end of the first year of war we enjoyed all the advantages of the superior force at sea, had crushed the enemy's trade, had captured his overseas possessions, and were in a position to invade his homeland.

OVERSEA EXPEDITION.

It was at least in part due to the unqualified success which attended our naval undertakings in the early months of the war that we launched out into overseas expeditions of doubtful value. In principle, these adventures might be defended, and their political advantages demonstrated, but they were, only made possible by naval power, and should only have been undertaken after complete understanding and accord between the professional chiefs of the two Services. As it was, the War Cabinet, with its attention absorbed in the occurrence on land, came to regard the Navy rather as an adjunct to military effort than as an offensive weapon in itself. The want of such co-ordination in the use of the surplus units of the Fleet was to have a much more far-reaching effect than could have been contemplated except by students of our naval history and strategy. It was overlooked that every soldier leaving these shores caused the locking up of a certain amount of mercantile tonnage, as well as of the warships needed for the protection of the transports and supply ships. An ever-increasing drain upon the force available for the North Sea was set up, jeopardizing the situation in the most important theatre of the war. The changes at the Admiralty in 1915 had their origin to some extent in this tendency to diffuse our naval strength.

It was natural, therefore, that the new rulers of the Fleet should look askance at any fresh proposal for a renewal of naval activity of an offensive character. The second year of the war at sea was not, until its close, marked by any startling incident. The first submarine campaign, initiated by Grand Admiral von Tirpitz in February, 1916, had been dealt with by measures bequeathed to the Admiralty Board by their predecessors. The drain on the mercantile marine by further overseas expeditions continued and increased, and although the fortification of the Belgian coast and exports might have been regarded as signs of a renewed *U-boat* campaign, the necessary steps to meet and deal with such a state of things were not taken. The protection afforded by the latent power of the Grand Fleet averted the distress and dislocation of national life which any successful interruption of our commercial trade would have caused. Under the same protection also fresh armies were raised, and a blockade of Germany was enforced, limited by cautious consideration of neutral susceptibilities. The echoes of the battle of Jutland had not died away when the second year of war came to an end, but as the First Lord said in a statement issued 18 months ago to-day, "It would be an error to suppose that the naval victory changed the situation; what it did was to confirm it."

JUTLAND.

The German defeat at Jutland, like the victory at the Falklands, turned the enemy's attention again to the war of attrition. In the autumn of 1916 the activity of aircraft, destroyers, and submarines became more and more marked, and afloat the comparative immunity from punishment increased the boldness of their attacks. The question of commercial carrying tonnage now assumed a serious aspect, and the menace of the submarine was more fully recognized. The results of past inactivity showed the lack of efforts to meet the forays of the German torpedo craft. The replacement of the lost tonnage was manifestly an urgent necessity, and demands for a more energetic use of the Fleet against the raiders became insistent. It was under stress of this that the changes were made at the Admiralty to which reference has already been made, and in response to a popular feeling that adequate plans for a proper utilization of the Navy and of our resources for mercantile shipbuilding were lacking. The difficulties of the situation were accentuated by the new submarine campaign launched in the beginning of this year. The Navy has, indeed, fulfilled every function required of it, and its spirit and efficiency are unquestioned. What is indicated is a larger employment of our sea power, guided by combined and co-ordinated effort, for the purpose of finishing the work we are in to the present Administration, and of some extent to the inclusion of the late First Lord of the Admiralty in the War Cabinet, the country is looking at the end of the third year for development and progress in this direction.

(Continued at foot of next column.)

HOW PARIS WAS SAVED.

STORY OF VON KLUCK'S DEFEAT.

The boys of the Lycée of Perigueux had a rare treat on their prize day, when the chair was taken by General Clergerie, who, on the outbreak of war, was Chief of Staff of the Military Government of Paris and as such was General Gallieni's right-hand man in the tremendous days when Paris was awaiting hourly to hear von Kluck hattering at her gates.

General Clergerie told the boys how the army of the entrenched camp of Paris was led to attack the right wing of the German Army just when it was preparing to envelop the left wing of the French Army on the Ourcq. From August 25th the German Armies had been descending on Paris by forced marches. On September 1st they were only three days' march from the advanced line of the entrenched camp, which was being feverishly placed in a state of defence. A circumference of over 100 miles had to be covered with trenches, siege guns hurried up, munitions transported by narrow-gauge railways, food and supplies of all kinds collected for the subsistence of a population of 4,000,000 inhabitants. On September 8th, however, the Intelligence Service about was working splendidly, reports were midday, that the German columns were averting south-east, with the apparent intention of avoiding Paris. General Clergerie went on:

I then had with General Gallieni one of those long conferences which denoted grave events. As a rule they never exceeded from two to five minutes. We of the Military Government of Paris were not given overmuch to talking; we acted. The upshot of our conference was this: If they don't come to us we will go to them with every available man. The first thing to be done was to avoid giving the enemy an inkling of what we were going to do. General Maunoury and I immediately equipped 19th and 20th divisions in engagement not absolutely necessary. In the meantime he was to be reinforced by every means in our power. Our preparations were completed to the minute.

GENERAL MAUNOURY'S ORDERS.

On the night of the 9th, assured that the German Army could only leave a rear-guard on the bank of the Ourcq, General Gallieni and Clergerie determined to throw the whole weight of General Maunoury's Army against the rear-guard, and take full advantage of his hazardous situation. With this object the following order was sent to General Maunoury:

In view of the movements of the German Armies, which appear to be slipping in a south-easterly direction from before our front, I intend your Army to attack them in the flank—that is to say, in an easterly direction. I will let you know your marching direction as soon as I learn that of the British Army. But make your preparations at once for your troops to be ready to start this afternoon, and begin a general movement east of the entrenched camp to-morrow.

At 10 o'clock in the morning Generals Gallieni, Clergerie, and Maunoury met and arranged the details of the plan of operations. In the afternoon they came to an understanding at Melun with the British. General Joffre gave leave to attack, and announced that he himself would take the offensive on the 10th. At noon on the 10th the Army of Paris fired its first shot, and the Battle of the Ourcq, the preface to the Marne, had begun.

On September 10th an intelligence officer brought me a German despatch, which ran, if I remember rightly, thus: "Tell me exactly where you are and what you are doing. Hurry up, because XXX." The officer was non-plussed by those three X's, but I, borrowing *polite* phrase, told him to translate. I am going to bolt. True enough, next day we found on the title of the German newspapers, which had been precipitately evacuated, stacks of munitions; while by the roadside we came upon motors abandoned for the slightest breakdown and near by almost the entire outfit of a field bakery with a great store of flour and dough half-kneaded. Paris and France were saved.

Von Kluck could not get over his astonishment. He has tried to explain it by saying he was unlucky, for out of a hundred Governors not one would have acted as Gallieni did, throwing his whole available force nearly 40 miles from his stronghold. It was downright imprudence. Of course, it was Gallieni who was in the wrong!

General Clergerie pointed the moral for his youthful audience in these words: "If you want France to be great, there's only one way: Act!"—*Times*.

more marked, and afloat the comparative immunity from punishment increased the boldness of their attacks. The question of commercial carrying tonnage now assumed a serious aspect, and the menace of the submarine was more fully recognized. The results of past inactivity showed the lack of efforts to meet the forays of the German torpedo craft. The replacement of the lost tonnage was manifestly an urgent necessity, and demands for a more energetic use of the Fleet against the raiders became insistent. It was under stress of this that the changes were made at the Admiralty to which reference has already been made, and in response to a popular feeling that adequate plans for a proper utilization of the Navy and of our resources for mercantile shipbuilding were lacking. The difficulties of the situation were accentuated by the new submarine campaign launched in the beginning of this year. The Navy has, indeed, fulfilled every function required of it, and its spirit and efficiency are unquestioned. What is indicated is a larger employment of our sea power, guided by combined and co-ordinated effort, for the purpose of finishing the work we are in to the present Administration, and of some extent to the inclusion of the late First Lord of the Admiralty in the War Cabinet, the country is looking at the end of the third year for development and progress in this direction.

SWITZERLAND AND THE GERMAN MENACE.

NEUTRALITY PROBLEMS.

[FROM A CORRESPONDENT TO "THE DAILY TELEGRAPH."]

Switzerland to-day may be described as being strictly neutral. But the Swiss people have their sympathies, and they are not pro-German. I have recently returned to England after an extended tour through the country, and nothing amazed me more than the understanding of the people—the German, French, and Italian sections—in regard to the Allied cause. A great change has taken place in the attitude of the German-Swiss, who form almost 70 per cent. of the population, since the beginning of the war. I should say that while rather less than one-half hope that neither side will secure a decisive victory, the remainder, like the French and Italian Swiss, favor the Allies. And this situation has been reached notwithstanding the distribution of thousands of pounds of German money, the operations of Prince von Bülow, a special German Press campaign, and the operations of Teuton agents in all part of the country.

A few weeks ago I stayed a couple of nights at the famous hospice of St. Bernard, on the Swiss and Italian frontier, and on my way down the mountain I met a postman and three Swiss peasants. In order to test them I thought it would be interesting to pose as a German, so entering into conversation, I asked them what they thought of "our Kaiser." We must not say what we think of him, because we are neutral," was the euphonic reply of one of the peasants. This form of evasive response is common in the course of Swiss conversation with a stranger, and it arises from the fact that the German Government has so many agents in the country that it is thought prudent to exercise considerable restraint in expressing opinions. But I continued the subject, and gradually these peasants opened out with stories of German atrocities in Belgium. "Germany caused the war," I was told. "England entered to defend the Belgians." I was further informed, and never have I heard a finer display of the Allies than from those peasants, to whom I afterwards revealed myself.

BÜLOW AND HIS SATELLITES.

It has taken some time, but the truth has penetrated Switzerland, even to the mountains. Prince von Bülow still has his headquarters at Lucerne, and his agents as far south as Chiasso, and as far west as Geneva. The diplomatic staffs of Austria and Germany accredited to the Vatican, which left Rome when Italy entered the war, continue to reside at Lugano; and they are as popular as in pre-war days was the German tourist, who was frequently detested by Swiss hotel-keepers because of his meanness and his habits. But Prince von Bülow and his satellites (and Switzerland, of course, a convenient centre for maintaining communications with the outside world) the propaganda work carried on by the ordinary press, in addition to the illustrated journals published in different languages in the country under German influence, ever pointing to the righteousness of that country's aims, there are Teuton agents everywhere who assist in maintaining lines of communication with German emissaries outside, and start various gossamer opinions of influencing public opinion. In some of the towns the Germans have had displayed huge maps showing the conquered territory which they occupy. The ground from which they were driven by the Allied offensives on the Somme and elsewhere is marked "Voluntarily abandoned." But from what I gathered the people are not misled by such things. The British victories on the Somme, as well as at Arras, are well understood. And although there is no display of large maps, such as are distributed by the Germans, photographs illustrating the military successes of the French and British armies are freely exhibited. The propaganda work on behalf of the Allied countries has greatly improved since the early days of the war, and in the *New Zürcher Zeitung* and other leading Swiss newspapers printed in the German language effective articles on the objects of the Allies and the progress of the war are published.

But notwithstanding their sympathies the people are anxious to maintain a strict neutrality. They are in a difficult position between the belligerents, inasmuch as they now depend very largely upon the United States for grain and other food supplies, and solely upon Germany for their coal. In order to secure fuel from Germany they have to export a certain number of cattle and other commodities to that country, a fact which is well understood by the Allied Governments, and I believe certain obligations that have been made by the Swiss Government in this connection are being strictly observed. On the other hand, there was great indignation in the country recently in consequence of Germany breaking her coal contract with Switzerland; and I believe at the present time the German supply is short by some hundreds of thousands of tons. There appears to be no lack of food in the country, and it is a common occurrence to meet visitors—men and women—from Germany who have crossed the frontier for the purpose of "feeding themselves up" for a few days. The only articles that are rationed are sugar and cheese. Complaints, however, are frequently heard in consequence of the increased cost of living.

INTERRED SOLDIERS.

In addition to German civilians I met many interned German soldiers, one of whom, in a restaurant at Lucerne, remarked to me, "I was a prisoner at Dartford, in Kent, where I was well treated by the English authorities at the hospital, and I hope to settle down in England after the war." When I told him that we had no intention of "settling down" in England, but only with his Emperor and Government, he replied, "Leave them to us. After the war we will settle with them." He subsequently ventured the opinion that Germany would become the most democratic of States. The prevailing opinion among the interned German soldiers is that Germany is in a bad way. There are frequent escapes of Allied prisoners from Germany into Switzerland, and I was told by a Swiss guard that British and French

(Continued at foot of next column.)

TRUTH ABOUT THE TANKS.

A SOLDIER WRITES TO HIS FIANCEE.

[Private U. E. Duke, Bedfordshire Regiment, writes thus to his fiancée of the tanks.]

"They can do up prisoners in bundles like straw-binders, and, in addition, have an adaptation of a printing machine, which enables them to catch the Hun, fold, count, and deliver them in quires, every thirtieth man being thrown out a little farther than the others. The tanks can truss refractory prisoners like fowls prepared for cooking, while their equipment renders it possible for them to charge into a crowd of Hunns and by shooting off old spoked like porcupine quills carry off an opponent on each. Though 'stuck up' the prisoners are needless to say, by no means proud of their position. They can chew up barbed wire and turn it into munitions. As they run they slash their tails and clear away trees, houses, howitzers, and anything else in the vicinity. They turn over on their back and catch live shells in their enter, pillar feet, and they can easily be adapted as submarines; in fact, most of them crossed the Channel in this guise. They loop the loop, travel forwards, sideways, but at the same time. They spin round like a top, only far more quickly, dig themselves in, bury themselves, scoop up a tunnel, and come out again 10 miles away in half an hour."

INDIGESTION.

WHY TOLERATE IT?

Why suffer from indigestion, from pains after eating, acidity, flatulence, headaches, biliousness, dizziness, or constipation? Why? It is a remarkable fact that women especially seem prone to make light of digestive troubles, forgetful of the greater evils which may and do arise therefrom. From the many letters we receive, it is clear that in hundreds of cases, women, yes, and men, too, have endured much needless suffering and well-nigh made ship-wreck of their lives, not because they did not know of a remedy that would relieve or banish their ailments, but simply because their neglected stomachs were the cause of their troubles. The warnings of their trouble at the outset, New Mother Seigel's Syrup has been proved by thousands of former sufferers to be the surest means of eradicating Indigestion, and Stomach and Liver Troubles. If therefore you are suffering to-day, act at once by taking a course of Mother Seigel's Syrup, and put your stomach, liver and bowels into proper working order, for upon the healthful condition of those organs depends your ability to digest food thoroughly, and to maintain good health.

The medicinal extracts and other ingredients in Mother Seigel's Syrup act directly upon the organs of digestion—toning up and strengthening the stomach, gently stimulating the action of the liver, and regulating the bowels. In this way, indigestion is banished, and the whole system benefits in a remarkable manner.

"To see me twenty years ago and to day, you would not think that I am the same woman, enjoying, as I do now, such splendid health. At that time I suffered most severely from Indigestion, which took the form of severe pains in the chest, right through to my back, between the shoulder blades. My cure from the weak state I got into was solely through the use of your Mother Seigel's Syrup."—Mrs. E. Brain, West Town, Bristol, 14th July, 1916.

prisoners are never employed near the frontier, for fear that they might attempt to get through. One might say that there are interned soldiers everywhere. There are about 30,000 from the different belligerent countries, and it was my pleasure to meet a large number of British. The wives of some of the officers have gone there to reside with their husbands. All the men are naturally delighted by the change from Germany to Switzerland. And it was interesting to note that while prisoners of the Allied nationalities are to be found among all sections of the Swiss population, including the German, one never sees a German soldier among the French and Italian Swiss.

Switzerland has certainly many strange guests. In addition to Prince von Bülow and his staff, there may be seen Pacifists and men of extreme political views of different nationalities, as well as deserters who should be fighting their country's cause on the battlefield. They have their meetings and give vent to their opinions, and so long as they do nothing to impair the neutrality of Switzerland they are afforded refuge. But the Swiss people are not blind to the German menace after the war. They are saying little, but they are thinking hard, and the possibility of Germany sending her manufactured goods through Switzerland, bearing Swiss trade marks, in order that they may be admitted to Allied countries is well understood. The probability, too, of Germans crossing into Switzerland and becoming naturalized, in order that they may take up positions abroad, as they did before the war, not as German, but as Swiss-subjects, is another topic which is quietly discussed, and which the Swiss people hope will be dealt with at the proper time. Confidence in Germany no longer exists. The admiration which at one time was felt for the German war machine that was thought to be invincible has disappeared. Wonder is now expressed at what has been accomplished by Great Britain in military achievements. The entry of the United States into the war has further vindicated the cause of the Allies, because it is recognized that her action was wholly disinterested. And while it may be said that the hope of the vast majority of the Swiss is that the Allies will achieve a victory, the great bone of the Government and the people is that they will continue to maintain a strict neutrality, and that after the war Switzerland as a State will have the same position as she enjoyed before the war.

CUTLER PALMER & CO'S.



\$28 per case.
SOLE AGENTS IN HONGKONG
AND SOUTH CHINA.
LANE, CRAWFORD CO.,
and from ALL WINE MERCHANTS.

Shall It Be Hair or No Hair?



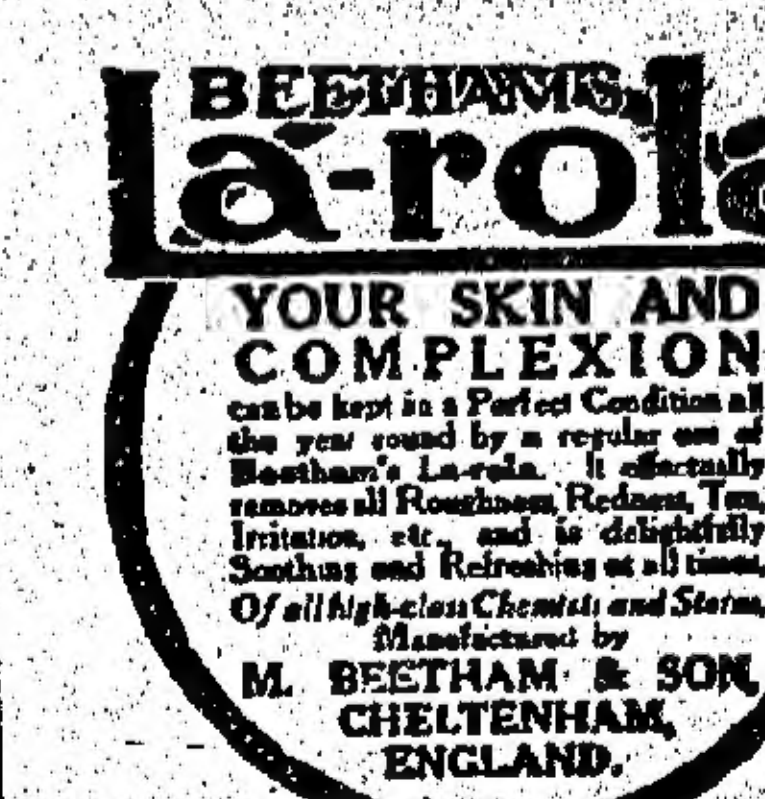
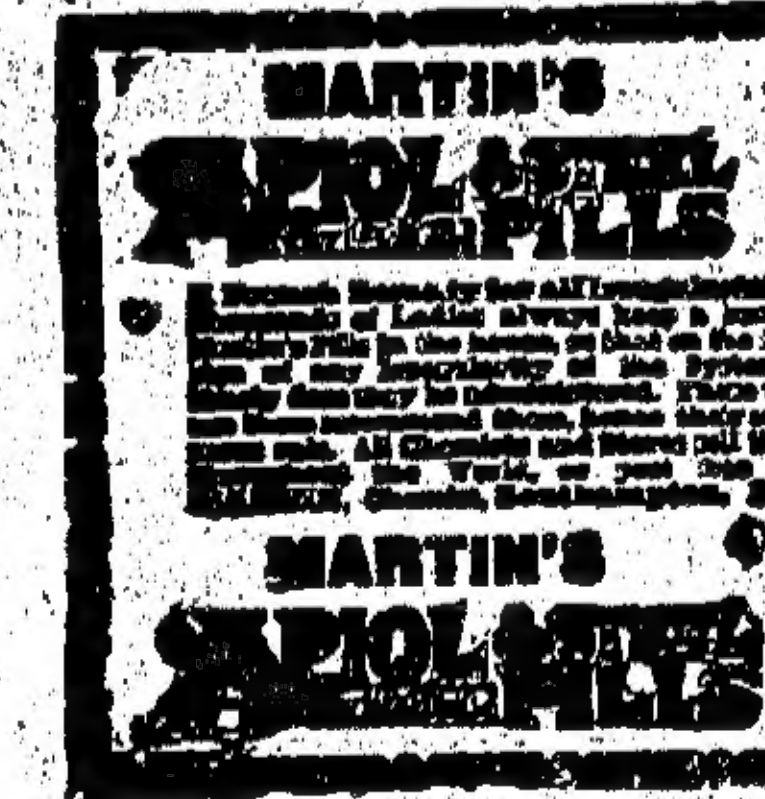
It Is Up to You And Cuticura

Cuticura Soap—shampooed preceded by light touchings of Cuticura—will remove all dandruff and itching humors. They tend to arrest falling hair and promote a healthy scalp.

Sample free by post. Cuticura is everywhere. It is sold every where.

J J & S

JOHN JAMIESON'S WHISKY
unequalled for flavour and purity.
Guaranteed to be
PURE POT STILL WHISKY
Famous for over 100 years.
John Jamieson & Son, Ltd., Dub.
Distillers to H.M. The King.



LONDON BUYING AGENTS
We offer our services as buying agents for British or Continental goods. Established in 1844, but thoroughly up-to-date, our success is attained by making our customers' interests our first aim. Fire export buyers, with capable staffs, manage different departments, buying with greatest care every class of goods, giving our customers all the advantages of wide experience, and ensuring their requirements being rightly supplied at lowest prices and best discounts.

KEYMER, SON & CO.
Wholesale London.
Telegrams, "Keymer, London." Est. 1844

CHINA MAIL S.S. CO., LTD.
 (FREIGHT AND PASSENGERS)
S.S. "CHINA"
 WILL SAIL FROM HONGKONG FOR
SAN FRANCISCO
 VIA SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND
 HONOLULU TO SAN FRANCISCO.
NOV. 16, 1917.
**AN UNSURPASSED HIGH-CLASS PASSENGER
 SERVICE AT INTERMEDIATE PORTS.**
O. H. MITTER, Freight and Passenger Agents,
 Prince's Buildings, 100 House Street.

ON SALE.

A TABLE OF THE

RATES OF EXCHANGE AT HOME

For Demand Drafts on London on the
of or preceding the departure of the
English Mails; also Table of the
Yearly Approximate Average
for 28 years.

PRICE \$5 CASH.

On Sale at the **DAILY PRESS OFFICE**
Local Bookellers.

will be given in degrees of latitude and longitude. The time at which the warning was issued will also be shown.

On Sale at the "DAILY PRESS" O
by Local Bookstalls

Messrs. KELLY & WALSH, LTD.
 Messrs. BREWER & Co.
 Canton: Messrs. A. S. WATSON & Co.

INDIAN AFRICAN LINE.

Regular service on through Bills of Lading from HONGKONG to BEIRA, DELAGOA BAY, DURBAN (Natal), EAST LONDON, PORT ELIZABETH and CAPE TOWN with transshipment at COLOMBO to Steamers of the INDIAN AFRICAN LINE.

ORIENTAL AFRICAN LINE.

Regular Direct Service from JAPAN, CHINA and STRAITS to BEIRA, DELAGOA BAY, DURBAN, EAST LONDON, PORT ELIZABETH and CAPE TOWN, calling at MAURITIUS en route, and affording the Quickest Freight Transport from the ORIENT to SOUTH AFRICA.

For particulars of sailings shippers are requested to apply to the undersigned.

THE BANK LINE, LIMITED.
Managing Agents.

"ELLERMAN" LINE.

(KILPATRICK & ECKHALL STEAMSHIP CO., LTD.)

JAPAN, CHINA AND STRAITS

TO
UNITED KINGDOM AND CONTINENT.

Steamers proceed via Suez Canal or Cape of Good Hope at Owners' option.
Subject to change without notice.

For particulars of sailings shippers are requested to apply to the undersigned.

THE BANK LINE, LIMITED.
General Agents.

C. N. C.
CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

FOR	STEAMERS	TO SAIL
TIENTSIN	"KUBICHOV"	On 22nd Sept., 5 P.M.
SHANGHAI	"LINGCHOW"	On 23rd Sept., 8 P.M.
SHANGHAI	"CHENAN"	On 25th Sept., 4 P.M.
SHANGHAI	"SINLIANG"	On 27th Sept., 4 P.M.
SHANGHAI	"ANHU"	On 30th Sept., 8 P.M.

DIRECT SAILINGS TO WEST RIVER, Twice Weekly.

S.S. "LINTAN" and S.S. "SANUL"

MANILA LINE—TWIN-SCREW STEAMERS. Excellent Saloon accommodation. Amplest Electric Light and Fans in Saloon and State-rooms.

SHANGHAI LINE—PASSENGERS, MAILS and CARGO. Excellent Saloon accommodation. Amplest Electric Light and Fans in Saloon and State-rooms. Regular schedule service between Canton, Hongkong and Shanghai, sailing Cargo on through Bills of Lading to all Yangtze and Northern China Ports. Passengers are landed in Shanghai, avoiding the inconvenience of transshipment at Wootung.

For Freight or Passage apply to

BUTTERFIELD & SWIRE.

TELEPHONE 28.

Agents

DOUGLAS STEAMSHIP CO., LTD

HONGKONG AND SOUTH CHINA COAST PORT SERVICE.

REGULAR SERVICE of Fast, High Class Coast Steamers having good accommodation for First Class Passengers, Electric Light and Fans in staterooms and Saloons and Excellent cuisine.

FOR

SWATOW, AMOY AND FOCHOW
AND RETURN.

(Occupying 9 to 10 Days).

"HAIHONG"	Capt. J. W. Evans	TUESDAY, 25th Sept., at Noon.
"HAITAN"	Capt. A. E. Hodgins	FRIDAY, 28th Sept., at Noon.

Arrivals and Departures from the Company's Wharf (near Blake Pier).

For Freight and Passage, apply to—

DOUGLAS LAFRAIK & CO.,

General Managers.

BRITISH INDIA S. N. CO., LTD.

APCAR LINE.

REGULAR SERVICE BETWEEN

CALCUTTA, STRAITS, SHANGHAI AND JAPAN PORTS.

EASTWARD

WESTWARD

The above Steamers have excellent Saloon accommodation for Passengers and are fitted with all modern conveniences and carry a fully qualified surgeon.

For Freight or passage apply to

DAVID SASSOON & CO., LTD.

Agents

P. & O. S. N. CO.

ROYAL MAIL SERVICE

UNDER CONTRACT WITH HIS MAJESTY'S GOVERNMENT
TO

MARSEILLES AND LONDON,

TAKING PASSENGERS AND CARGO TO

STRAITS, COLOMBO, INDIA, AUSTRALASIA, EGYPT, &c.

Steamers	Leave Hong Kong	Connecting Mail	Due at Marseilles	Due at London
Colombo	10th Nov	Str. from Colombo	16th	19th

When Passengers change Steamers at COLOMBO, Accommodation in the connecting Steamer from COLOMBO is definitely reserved in Hongkong at the time of Booking. On the Australian Route Tickets interchangeable with Orient Line.

SAILINGS DIRECT TO
SHANGHAI, MOJI, KOBE AND
YOKOHAMA.

SS.	Leave Hong Kong About
Passengers may travel by Railway in Japan between Ports of Call free of charge. Return Tickets are available by Messageries Maritimes Company.	

INTERMEDIATE STEAMERS
(Non-Transshipment),

IN ADDITION TO THE ABOVE MAIL STEAMERS,
WILL LEAVE DIRECT FOR

MARSEILLES AND LONDON,
Calling at SINGAPORE, PORT SWETENHAM, PENANG, COLOMBO
AND PORT SAID.

CARRYING 1st AND 2nd SALOON PASSENGERS AT REDUCED RATES
PROPOSED SAILINGS:

STEAMERS	Leave Hong Kong about	Leave S'pore about	Due at Marseilles if sailing about	Due at London about
The Intermediate Service is Temporarily Suspended.				

WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS

All Cabins are fitted with Electric Fans free of charge and each Berth furnished with an Electric Reading Lamp.
Round-the-World Tickets and Through Tickets to New York in connection with the Principal Mail Lines.
Return Tickets at fare and a half available to Europe for Two Years or to Intermediate Ports for Six Months.
Owing to the War in Europe Steamers and Sailing dates are liable to be cancelled or altered without notice.

NOTICE TO CONSIGNEES.

Consignees are reminded of the necessity to apply to the Company's Agents regarding arrival of consignments expected of which they have received documents or advice.
Any damaged packages must be left in the Godowns for examination by the Consignees, and the Company's Surveyors, Messrs. GODDARD & DOUGLAS, at 10 A.M. on MONDAYS and THURSDAYS. All Claims must be presented within ten days of the Steamer's arrival here, after which date they cannot be recognised. No Claims will be admitted after the goods have left the Godowns.
For Further Information, Passage Rates, Freight, Handbooks, Dates of Sailing, etc., apply to

R. V. D. PARR,
Superintendent.

NIPPON YUSEN KAISHA.

THE JAPAN MAIL STEAMSHIP CO.

LONDON via SINGAPORE, MALACCA, PENANG, COLOMBO, DELAGOA BAY,
CAPE TOWN and MADEIRA.

VICTORIA, B.C. and SEATTLE	"INABA MARU"	MONDAY, 8th
via SHANGHAI, MOJI,	Capt. Higo	12,500 Oct., at Noon.
Kobe, YOKKAICHI, and	"YOKOHAMA MARU"	WEDNESDAY, 24th
YOKOHAMA	Capt. Tanaka	13,500 Oct., at Noon.

SYDNEY and MELBOURNE, via MANILA ZAMBOANGA THURSDAY ISLAND
TOWNSVILLE and BRISBANE.

CALCUTTA via SINGAPORE, PENANG and RANGOON.

BOMBAY via SINGAPORE, MALACCA and COLOMBO.

Kobe...	"NIKKO MARU"	SUNDAY, 23rd
	Capt. Tanaka	9,600 Sept., at 11 A.M.
SHANGHAI, MOJI, Kobe and	"FUSHIMI MARU"	TUESDAY, 24th
YOKOHAMA	Capt. Iizawa	21,000 Sept., at 11 A.M.
	"HIRANO MARU"	THURSDAY, 27th
	Capt. Fraser	16,000 Sept., at 11 A.M.
	"KAGA MARU"	SATURDAY, 10th
	Capt. Komatsubara	12,500 Oct., at 11 A.M.

Kobe...	"BOMBAY MARU"	FRIDAY, 5th
	Capt. Kawai	8,000 Oct.
Kobe and YOKOHAMA.	"JINSEN MARU"	MONDAY, 1st
	Capt. Saito	8,000 Oct.

EASTBOUND NEW YORK LINE
via PANAMA CANAL.
(CARGO ONLY).

NEW YORK via SHANGHAI, KOBE, YOKOHAMA, SAN FRANCISCO,
PANAMA and COLON.

Wireless Telegraphy.
For Further Information, apply to—

TELEPHONE Nos 262 and 293

NIPPON YUSEN KAISHA.
S. MOJI, Manager.

TOYO KISEN KAISHA.

SAN FRANCISCO LINE.

VIA SHANGHAI, INLAND SEA, JAPAN AND HONOLULU

FAST AND LUXURIOUS MAIL STEAMERS.

Sailings from Hongkong—Subject to Change Without Notice

Steamers	Tons	Leave Hong Kong
PERSIA MARU	9,000	SATUR 22nd Sept 10.30 A.M.
KOREA MARU	18,000	FRI, 6th Apr.
SIBERIA MARU	18,000	MON, 15th Oct.
TENYO MARU	22,000	FRI, 26th Oct.
NIPPON MARU	11,000	SATUR, 10th Nov.
SHINYO MARU	22,000	FRI, 23rd Nov.

The s.s. "Nippon Maru" and s.s. "Persia Maru" omit call at Shanghai.

SOUTH AMERICAN LINE.

HONGKONG to VALPARAISO via JAPAN, HONOLULU, SAN FRANCISCO
SAN PEDRO, SALINO, CRUZ, BALBOA, CALLAO, ARICA
AND IQUIQUE.

THENCE BY TRANS-ANDAN ROUTE TO BUENOS AIRES.

ANYO MARU	18,500 Tons
KIYO MARU	17,200 "
SEIYO MARU	14,000 "

Tickets are interchangeable with the CANADIAN PACIFIC OCEAN SERVICES, LTD., and the PACIFIC MAIL STEAMSHIP CO. Passengers may travel by Rail between Ports of Call in Japan free of Charge.

For full information as to rates, sailings, etc., apply to—

TELEPHONE 2374 and 2375.

T. DAIGO, Agent,
King's Building.

MESSAGERIES MARITIMES.

FRENCH MAIL LINES.

SERVICE TO AND FROM JAPAN VIA SHANGHAI.
SERVICE TO AND FROM EUROPE

Ports of call:—Yokohama, Kobe, Shanghai, Hongkong, Haiphong,
Tourane, Saigon, Singapore, Colombo, Djibouti, Suez,
Port Said, Marseilles.

SPECIAL SUMMER RATES TO JAPAN.

1st Class Return tickets from 1st June, 1917, to 31st October, 1917, and interchangeable only with PENINSULAR and ORIENTAL S. N. Co. for return journey.

FARES: TO KOBE, \$135.00. TO YOKOHAMA, \$150.00

ALL STEAMERS FITTED WITH WIRELESS TELEGRAPHY.

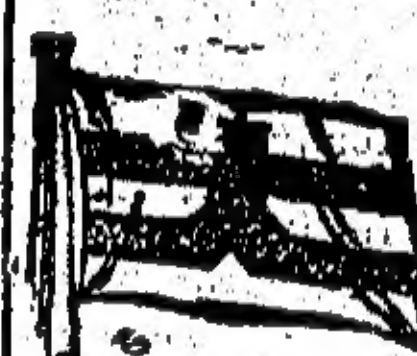
Return Tickets to Europe available free year.

Return Tickets to Intermediate Ports available six months.

For full particulars regarding sailings, apply to

F. THOMAS, Agent,
Queen's Building.

TELEPHONE 740.



O. S. K.

OSAKA SHOSEN KAISHA.

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG
(SUBJECT TO ALTERATION).

North American Line.

For VICTORIA, SEATTLE and TACOMA, via
SHANGHAI, MANILA, NAGASAKI,
MOJI, KOBE, and YOKOHAMA.

"HAWAII MARU"	WEDNESDAY, 26th Sept., at Noon.
"CANADA MARU"	TUESDAY, 9th Oct., at 3 P.M.
"PANAMA MARU"	SATURDAY, 27th Oct., at 3 P.M.

NORTH AMERICAN LINE—This line maintains a regular fortnightly service between Hongkong and Puget Sound ports touching at intermediate ports in Japan. Overland cargo taken on through Bills of Lading for U.S.A. and connections are made at Puget Sound ports with the Chicago, Milwaukee and St. Paul Railway.

SOUTH AMERICAN LINE—Every three months the steamer proceeding to Rio de Janeiro, Santos and Buenos Aires, via Singapore, Mauritius, Durban and Cape Town.

AUSTRALIAN LINE—Monthly service between Japan and Adelaide, calling Auckland, N.Z., Sydney and Melbourne.

BOMBAY LINE—Fortnightly service for Bombay calling at Singapore, Port Swettenham, Penang, and Colombo. At present this line's steamers maintain cargo only.

JAVA LINE—Monthly service for Java ports sailing at Manila, Sandakan and Macassar. Booking for passengers and cargo to the ports.

FOR SAILING DATES AND FURTHER PARTICULARS REGARDING
PASSENGER OR FREIGHT APPLY AT OFFICE.

FORMOSAN LINE—For Tamsui, Keelung and Amoy, via Swatow and Amoy.

"KAISO MARU"	SUNDAY, 23rd Sept., at Noon.
"KOSHU MARU"	THURSDAY, 27th Sept., at 10 A.M.
"JOSHIN MARU"	SUNDAY, 30th Sept., at Noon.

These Formosan Liners will arrive at and depart from the SOON YIP WHARF, near the Harbour Office, and while the steamer is alongside the wharf Telephone No. 76 will be free.

For FURTHER INFORMATION, apply to—

M. HIGUCHI, Manager,
No. 1, Queen's Building.

TEL. Nos. 744 and 745.

BEFORE LEAVING FOR HOME
ON A HOLIDAY

ORDER THE

"HONGKONG WEEKLY PRESS"

TO BE SENT TO YOU, AND SO

KEEP IN TOUCH WITH THE FAR EAST.

ALL THE NEWS OF THE WEEK FULLY RECORDED.

(INCLUDING THE MOVEMENTS OF THE LOCAL MARINE.)

24 PAGES 24 PAGES 24 PAGES

